

ORIGINAL

OPNAV REPORT 3750-1

PART I - GENERAL

|  |  |  |                            |  |
|--|--|--|----------------------------|--|
| 1. A/C ACCIDENT BOARD APPOINTED BY<br><b>Commanding Officer<br/>Marine Corps Auxiliary Air Station, Yuma, Ariz</b>   |  | 2. DATE OF ACCIDENT<br><b>17 Feb 60</b>  | TIME (LST)<br><b>1915T</b> | 3. SERIAL NUMBER<br><b>1-60</b>  |
| 4. TO: Chief of Naval Operations   |  | 5. ENCLOSURES (1) MOR (orig. only)   |                            |  |
| 6. VIA: (1) <b>COMCABSWEAREA</b>   |  | (2) <b>Helicopter Rescue Report (Orig only)</b>  |                            |  |
| (3)  |  | (3) <b>Pilot's Statement</b>   |                            |  |
| (4)  |  | (4) <b>Witness's Statements (A&amp;B)</b>  |                            |  |
| (5)  |  | (5) <b>Crash &amp; Salvage Officer's Statement</b>   |                            |  |
| (6)  |  | (6) <b>Flight Plan</b>   |                            |  |
| (7)  |  | (7) <b>Photographs (A - G)</b>   |                            |  |
| (8)  |  | (8) <b>Maintenance Officer's Statement</b>   |                            |  |
| (9)  |  | (9)  |                            |  |
| (LAST) Commander, U.S. Naval Aviation Safety Center  |  | 8. ACTIVITY OPERATING A/C (if different than item 7)   |                            |  |
| 7. REPORTING CUSTODIAN (if different than item 1, above)   |  | 9. KIND OF FLIGHT<br><b>1R4</b>  |                            |  |
| 10. TIME OF DAY<br><input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT  |  | 11. LOCATION OF ACCIDENT<br><b>MCAAS</b>   |                            | 12. ELEVATION ABOVE SEA LEVEL<br><b>3000 True 35 Miles from 150 ft</b> |
| 13. PLACE OF LAST TAKE OFF<br><b>MCAAS Yuma, Arizona</b>   |  | 14. CLEARED<br><b>FROM MCAAS Yuma to MCAAS Yuma</b>  |                            |  |
| 15. TYPE CLEARANCE<br><input type="checkbox"/> IFR <input type="checkbox"/> VFR <input type="checkbox"/> DVFR <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER (Specify) |  |  |                            |  |
| 16. TIME IN FLIGHT<br><b>2.3</b>   |  | 17. TYPE ACCIDENT<br><b>X1</b>   |                            |  |
| 18. PHASE OF FLIGHT<br><b>Static</b>   |  | 19. MODEL<br><b>HRS-3</b>  |                            |  |
| 20. SERIAL NO.<br><b>141230</b>  |  | 21. DAMAGE TO A/C<br><input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F |                            | 22. DOLLAR COST<br><b>\$10,290</b>                                     |
| 23. AIRSPEED (K.M.)<br><b>8</b>  |  | 24. A/C WEIGHT<br><b>6499.0</b>  |                            |  |
| 25. LIST MODEL, SER. NO., REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete on OPNAV FORM 3750-1 for each A/C involved)<br><b>NONE</b>   |  |  |                            |  |

|   |                        |                                    |                                |                                     |                       |  |                               |   |
|---|------------------------|------------------------------------|--------------------------------|-------------------------------------|-----------------------|--|-------------------------------|---|
| 1. NAME (Last, first and middle initial)<br><b>DUNLOP, JOHN DAVID</b> | 2. RANK<br><b>MSGT</b> | 3. FILE NO.<br><b>(b) (6)</b>      | 4. DESIG-NATION<br><b>4611</b> | 5. BRANCH OR SERVICE<br><b>USMC</b> | 6. AGE<br><b>6,44</b> | 7. BILLET<br><b>Pilot</b>                | 8. POSITION<br><b>Cockpit</b> | 9. DUTY CODE<br><b>E</b>  |
| CO-PILOT<br><b>SPANGLER, JAMES C.</b>                                 | <b>PVT</b>             | <b>(b) (6)</b>                     | <b>96400</b>                   | <b>USMC</b>                         | <b>(b) (6)</b>        | <b>Cockpit</b>                           | <b>E</b>                      |   |
| PERSONNEL   |                        | 8. OPT. OPERATIONAL FLIGHT TRAINER |                                | 9. CPT. COCKPIT PROC. TRAINER       |                       | 10. UNIT TO WHICH PERSONNEL ARE ATTACHED |                               | 11. TYPE INSTRUMENT CARD  |
| AVAILABLE   |                        | USED                               |                                | AVAILABLE                           |                       | USED                                     |                               |   |
| PILOT   | YES                    |                                    |                                |                                     |                       | <b>H&amp;HS MCAAS YUMA, ARIZONA</b>      |                               | <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL |
| PILOT   | NO                     | <b>X</b>                           | <b>X</b>                       | <b>X</b>                            | <b>X</b>              |  |                               |   |
| CO-PILOT  | YES                    |                                    |                                |                                     |                       |  |                               | <input type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL            |
| CO-PILOT  | NO                     |                                    |                                |                                     |                       |  |                               |   |
| ITEM  |                        | PILOT                              |                                | CO-PILOT                            |                       | ITEM                                     |                               | PILOT   |
| ALL MODELS  |                        | 3271.1                             |                                | 763.9                               |                       | CV LANDINGS DAY/NIGHT                    |                               |   |
| ALL MODELS IN LAST 12 MONTHS  |                        | 196.4                              |                                | 105.5                               |                       | FLOP LANDINGS DAY/NIGHT                  |                               |   |
| ALL MODELS IN LAST 3 MONTHS   |                        | 55.4                               |                                | 36.5                                |                       | INSTRUMENT HOURS LAST 3 MONTHS           |                               | 12.1  |
| ALL SERIES THIS MODEL (Item 29)                                       |                        | A/C                                |                                | 25.6                                |                       | NIGHT HOURS LAST 3 MONTHS                |                               | 4.8   |
| ALL SERIES THIS MODEL   |                        | OPT / CPT                          |                                | 23.7                                |                       | TOTAL HELO HRS. (Helv. AAR Only)         |                               | 10.9  |
| ALL SERIES THIS MODEL   |                        | OPT / CPT                          |                                | 8.0                                 |                       | TOTAL JET HOURS (for AAR Only)           |                               | 11.7  |
| ALL SERIES THIS MODEL   |                        | A/C                                |                                | 22.1                                |                       | LAST FLIGHT, ALL SERIES THIS MODEL       |                               | DATE  |
| ALL SERIES THIS MODEL   |                        | OPT / CPT                          |                                | 3.4                                 |                       | LAST FLIGHT, ALL SERIES THIS MODEL       |                               | 17 Feb 60   |
|   |                        |                                    |                                |                                     |                       | DURATION                                 |                               | 2.3   |
| 1. NAME (Last, first and middle initials)                             |                        | DINA                               |                                | RANK                                |                       | FILE/SERVICE NO                          |                               | ORG. TO WHICH ATTACHED  |
| WARD, ALBERT (n)  |                        | ASgt                               |                                | (b) (6)                             |                       | H&HS MCAAS YUMA F                        |                               | Resale  |

ORIGINAL

# AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

|  |                        |   |   |                      |                               |
|--|------------------------|---|---|----------------------|-------------------------------|
| 1. CEILING<br>Clear  | 2. VISIBILITY<br>15 mi | 3. WIND DIRECTION & VELOCITY<br>Relative 8-12 kts | 4. TEMPERATURE<br>160°F   | 5. DEW POINT<br>31°F | 6. ALTIMETER SETTING<br>30.16 |
| 7. OTHER WEATHER CONDITIONS (clouds, aloft, icing levels, sea state, etc., if pertinent to accident) |                        |   | Dry Bulb - 68°F Press Alt - 125 ft<br>Wet Bulb - 47°F Den. Alt. +400 ft |                      |                               |

320-0600

Observations taken at NALF El Centro

(b) (5)

|        |   |        |   |        |
|--------|---|--------|---|--------|
| FACTOR | ✓ | FACTOR | ✓ | FACTOR |
|--------|---|--------|---|--------|

|  |   |   |
|--|---|---|
| 1. DATE DEPLOYED                           | 2. DAY - HOURS/LANDINGS LOGGED SINCE DEPLOYED   | 3. DAY - HOURS/LANDINGS LOGGED LAST 30 DAYS   |
| 4. INSTRUMENT HRS. LOGGED SINCE DEPLOYMENT | 5. NIGHT - HOURS/LANDINGS LOGGED SINCE DEPLOYED | 6. NIGHT - HOURS/LANDINGS LOGGED LAST 30 DAYS |

## PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA

| 1. AC HISTORY   | DATE OF MANUFACTURE  | SERVICE TOUR | MONTHS IN THIS TOUR                                       | TOTAL NO. OF OVERHAULS                  | FLIGHT HRS. SINCE LAST OVERHAUL  | FLIGHT HRS. SINCE ACCEPTANCE   | TYPE CHECK LAST PERFORMED | FLIGHT HOURS SINCE LAST CHECK | NO. OF DAYS SINCE LAST CHECK |
|---|--|--------------|---|---|--|--|---------------------------|-------------------------------|------------------------------|
|   | May 1954   | 3            | 2   | 3                                       | 67.7   | 67.7   | Interim                   | 7.2                           | 8                            |
|   |  | ENGINE MODEL | ENGINE SERIAL NO.   |   |  |  |                           |                               |                              |
|   | May 1954   | R1300-3D     | W4480118  | 3                                       | 67.7   | 67.7   | Interim                   | 7.2                           | 8                            |
| 2. ENGINE HISTORY   |  |              |   |   |  |  |                           |                               |                              |
| 3. GENERAL  | a. DID FIRE OCCUR?<br><input type="checkbox"/> BEFORE ACCIDENT <input type="checkbox"/> AFTER ACCIDENT <input checked="" type="checkbox"/> DID NOT OCCUR |              |   |   | b. DID EXPLOS. CH. OCCUR IN FLIGHT?<br><input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |  |                           |                               |                              |
|   | c. CHECK IF APPLICABLE<br><input type="checkbox"/> AMP FOR SERIAL  |              |   |   | d. HAS DIR BEEN REQUESTED?<br><input checked="" type="checkbox"/> YES <input type="checkbox"/> NO          |  |                           |                               |                              |
|   | e. FAILED COMPONENTS INVOLVED<br>Possible Servo failure  |              |   |   |  |  |                           |                               |                              |
| CHECK ITEMS PRESENT IN THIS ACCIDENT  |  |              |   |   |  |  |                           |                               |                              |
| a. <input type="checkbox"/> A/C DESIGN  |  |              | d. <input type="checkbox"/> UNDETERMINED                  |   |  | g. <input type="checkbox"/> SURFACE FACILITIES                                     |                           |                               |                              |
| b. <input type="checkbox"/> A/C EQUIPMENT   |  |              | <input checked="" type="checkbox"/> TECHNICAL INSTRUCTION |   |  | h. <input type="checkbox"/> HUMAN ENGINEERING (e.g., Cockpit configurations, etc.) |                           |                               |                              |
| c. <input type="checkbox"/> MAINTENANCE   |  |              | i. <input type="checkbox"/> OTHER (Specify) _____         |   |  |  |                           |                               |                              |
| j. ALTITUDE AT MALFUNCTION  |  | k. AIR SPEED | l. OPERATING TEMP.  | m. WEIGHT OF A/C                        | n. C.G. (% MAC)  | o. KIND OF FUEL  |                           | p. FUEL PRESSURE              |                              |
| q. EVIDENCE OF FUEL CONTAMINATION   |  |              |   | r. CAUSE OF ENGINE FAILURE OR FLAME OUT |  |  |                           |                               |                              |
| s. FUEL CONT. REGULATION/CAUSE/VECTOR (See Blank and Ser. nos., and time since new or overhauled) |  |              |   |   |  |  |                           | t. EXTERNAL STORES ABOARD A/C |                              |

If additional space is necessary, attach additional sheets

**SPECIAL HANDLING REQUIRED**  
In accordance with para 70 OPNAVINST 3750-6D





## PART V THE ACCIDENT

At 1600 on 17 February, 1960, AMSgt DUNLOP was cleared by the Operations Duty Officer to fly HRS-3 BuNo 141230, Pvt James C. SPANGLER, a photographer occupying the co-pilot's seat, to the scene of a previous crash 35 miles from MCAAS, Yuma. The purpose of the flight was to take aerial photographs and pick up two guards at the crash site.

A normal landing was made on a level area of hard shale and sand on a bearing of 320° magnetic. Wind at the time was 8-12 kts varying from 3200 to 060°. (See Encl (7B))

After landing AMSgt DUNLOP reduced the rotor RPM to 200 to minimize the blowing sand. He then told the crewman in the cargo compartment to disembark and assist the guards in loading their equipment. (See Encl (3)). At this time the cyclic control snapped to the full left rear position causing the main rotor blades to strike the tail cone. The Crew Chief states that he was just getting set when he heard the noise and saw metal flying, he immediately got back in the plane. The photographer states that the plane's nose came up and he felt the blades hit the cone. (See Encl (4A)).

One main blade severed the tail rotor drive shaft throwing a section of the shaft into the tail rotor damaging one blade. of the tail rotor, the remaining two blades hit the tail cone denting the blade tips.

AMSgt DUNLOP was able to push the cyclic control to the forward position. He then secured the engine and stopped the main rotor with the rotor brake. He then disembarked from the aircraft to survey the damage. After determining that the aircraft was unflyable he returned to the cockpit and broadcast a "MAY DAY" giving his location and the disposition of the aircraft.

The crew of 141230 was picked up by MCAAS Yuma SAR. (See Helicopter Rescue Report, Encl (2) original only)

SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

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## PART VI DAMAGE

HRS-3 BuNo 141230 received minor damage as a result of this accident. The aircraft accident site is located 35 miles 310° magnetic from MCAAS, Yuma, Arizona.

Damage to the aircraft consisted of one main blade having the tip broken off (Encl (7C)) and several pockets dented or stretched, this blade being the first one to strike the tail rotor drive shaft. The remaining two blades received large dents (Encis (7D) and (7E)) in the tips when they struck the tail cone. An eight foot section of the tail rotor shaft was torn out with further damage to the cone when the shaft bearings were torn loose from the tail cone. (Encl (7F)) A section of the drive shaft was thrown into the tail rotor causing major damage to one blade. (Encl (7G))

All repairable parts will be shipped to the San Diego, California "O&R".

SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

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PART VII THE INVESTIGATION

(b) (5)



SPECIAL HANDLING REQUIRED  
in accordance with para 70  
CPNAVINST 3750-60

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(b) (5)



SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

(b) (5)



SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

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PART VIII ANALYSIS

(b) (5)



SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPMWINST 3750-6D

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PART IX COMMENTS AND RECOMMENDATIONS

(b) (5)



SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

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Statement of AMSgt John D. DUNLOP (b) (6) /4611/7335 USMC, concerning  
the accident of HRS-3 BuNo 141230 occurring 17 February 1960

(b) (5)



*John D. Dunlop*  
JOHN D. DUNLOP

SPECIAL HANDLING REQUIRED  
in accordance with para 70  
OPNAVINST 3750-6D

ENCLOSURE (2)

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Statement of Pvt James C. SPANGLER, (b) (6) 6400 USMC, concerning the  
accident of HRS-3 BuNo 141230 occurring 17 February 1960

(b) (5)



*James C. Spangler*  
JAMES C. SPANGLER

This statement is considered credible by the Board.

SPECIAL HANDLING REQUIRED  
in accordance with para 70  
CPNAVINST 3750-6D

ENCLOSURE (4A)

Statement of Salvage Officer, Capt V [REDACTED] (b) (5), USMC,  
concerning the accident of HRS-3 BuNo 141230 occurring 17 February 1960

(b) (5)



(b) (6)



**SPECIAL HANDLING REQUIRED**  
in accordance with para 70  
COMNAVST 3730-6D

**ENCLOSURE (5)**

Statement of ASgt Albert WARD Jr., (b) (6) USMC, concerning the  
accident of HRS-3 BuNo 141230 occurring 17 February 1960

(b) (5)



*Albert Ward Jr.*  
ALBERT WARD JR  
ASgt USMC

This statement is considered to be credible by the Board

SPECIAL HANDLING REQUIRED  
in accordance with para 70  
COMNAV 3780-6D

ENCLOSURE (4B)



Squadron Maintenance Officer's Statement concerning the accident of HRS-3  
BuNo 141230 occurring 17 February 1960

(b) (5)



(b) (6)



Capt. USMC

ENCLOSURE (8)

HELICOPTER RESCUE REPORT  
OPNAV FORM 3750-12 (REV. 4-59)

OPNAV REPORT 3750-12

- INSTRUCTIONS:
1. Mail original and one copy direct to NASC and one copy direct to CNO.
  2. Report will be submitted within five working days of rescue or attempted rescue.
  3. Serialize by calendar year (e.g., first report for 1959 would be 1-59, second 2-59)

4. Use local time.
5. If exact date is unknown such as time, temperature, etc. give approximate data.
6. Enclosures will be appended to the report if the statement will amplify the data on the form (e.g., Survivor had difficulty due to insufficient training.
7. Refer to the effective edition of OPNAVINST 3750.6

|  |  |   |  |  |  |
|--|--|---|--|--|--|
| FROM: MCAAS Yuma, Arizona  |  | REPORT DATE: 1 March 1960   |  | REPORT SERIAL NO.  |  |
| TO: Commander, U.S. Naval Aviation Safety Center   |  | HELICOPTER MODEL: HRS-3   |  | BUNO: 130160   |  |
| COPY TO: Chief of Naval Operations   |  |   |  | OPERATING BASE: MCAAS, Yuma  |  |
| DATE OF EMERGENCY: 17 Feb 1960   |  | TIME (Local): 1730  |  | LOCATION OF EMERGENCY: 35 miles, bearing 300 degrees from Station                  |  |
| TIME AND METHOD OF NOTIFICATION OF EMERGENCY: 1740 Tower phone                                   |  | TIME OF ARRIVAL AT SCENE: 1810  |  | TIME OF ACTUAL RESCUE: 1810  |  |
| TOTAL ELAPSED FLIGHT TIME:   |  |   |  |  |  |
| HELICOPTER RESCUE PERSONNEL  |  | RANK RATE   |  | SERVICE/FILE NO.   |  |
| NAME - LAST, FIRST, MIDDLE INITIAL   |  |   |  |  |  |
| OLSON, Charles W.  |  | 1st Lt  |  | (b) (6)  |  |
| GORDON, Donald D.  |  | Cpl   |  | (b) (6)  |  |
|  |  |   |  |  |  |
| RESCUED PERSONNEL  |  | RANK RATE   |  | SERVICE/FILE NO.   |  |
| NAME - LAST, FIRST, MIDDLE INITIAL   |  |   |  |  |  |
| DUNLOP, John D.  |  | ASgt  |  | (b) (6)  |  |
| WARD, Albert (n) Jr.   |  | ASgt  |  | (b) (6)  |  |
| SPANGLER, James U.   |  | Pvt   |  | (b) (6)  |  |
|  |  |   |  |  |  |
| INJURY - PHYSICAL CONDITION - SURVIVAL GEAR  |  | CLASS   |  | ① SURVIVAL GEAR USED (Jacket, raft, etc.)  |  |
|  |  | E   |  | A None   |  |
|  |  | E   |  | A None   |  |
|  |  | E   |  | A None   |  |
| NOTE: ① Physical Condition Code: A - Conscious, B - Conscious, unable to assist, C - Unconscious |  |   |  |  |  |
| RESCUE CONDITIONS AND PROCEDURES   |  |   |  |  |  |
| RESCUE SITE WAS OVER   |  | PICK-UP METHOD  |  | IF HOVER, GIVE RPM AND MP WHILE HOISTING   |  |
| <input checked="" type="checkbox"/> LAND <input type="checkbox"/> WATER                          |  | <input checked="" type="checkbox"/> SET-DOWN <input type="checkbox"/> HOVER   |  | NA RPM NA MP   |  |
| EQUIPMENT USED (Sling, seat, etc.)   |  | None  |  |  |  |
| NUMBER OF PERSONS AT SCENE NOT RESCUED BY HELICOPTER:  |  | REASON NOT RESCUED BY HELICOPTER AND FINAL STATUS   |  | PRIMARY AND SECONDARY MEANS OF LOCATING SURVIVORS (Dye marker, flare, smoke, etc.) |  |
| 2  |  | Guarding Wreckage   |  | On previous crash site   |  |
| WIND VEL.  |  | AIR TEMP.   |  | DENSITY ALT.   |  |
| 8-12 kts   |  |   |  |  |  |
| WATER TEMP.  |  | SEA STATE   |  | GENERAL WEATHER AT SITE  |  |
| NA   |  | NA  |  | Clear, 15, miles vision  |  |
| MISSION FLOWN BY HELICOPTER PRIOR TO THIS EMERGENCY  |  |   |  | BATCH-UP MEANS OF RESCUE   |  |
| 1R2  |  |   |  | Crash Trucks   |  |
| RESCUE EQUIPMENT   |  | CHECK "A" - CARRIED, NOT USED OR "B" - REQUIRED, NOT AVAILABLE, AND STATE REASON NOT REQUIRED OR IF REQUIRED, WHY NOT AVAILABLE |  |  |  |
| Emergency Gear   |  | X   |  |  |  |
| RECOMMENDED EQUIPMENT AND TECHNIQUES FOR FUTURE RESCUES OF THIS TYPE (by rescue crew or rescuer) |  |   |  |  |  |

ENCLOSURE (1)

| 1. OVERHAUL ACTIVITY  |                          | 2. REPORT NO.              | 3. DATE                    | 4. AIRCRAFT IDENTIFICATION |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
|---|--------------------------|----------------------------|----------------------------|----------------------------|---------------------|--------|-----|----|-------|---|--|-------|---|--|--------|---|--|---------|---|--|---------|---|--|---------|--|--|---------|--|--|---------|--|--|
| NAS NI SD   |                          | 20                         | 3-7-60                     | Main Rotor Servo           |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 5. ASSEMBLY   | 6. ASSEMBLY              | 7. WORKER'S CODE           | 8. DATE REMOVED            | 9. ENGINE                  | 10. ENGINE          |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| MOD 514-40-5000-3   | SER 18260, 3964          | ASKY                       | 2-17-60                    | MOD                        | SER                 |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 11. TOTAL HOURS   | 12. HOURS SINCE LAST O/H | 13. DATE LAST O/H          | 14. LAST OVERHAUL ACTIVITY |                            | 15. NO. PREV. O/H'S |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 1027.7,<br>1229.7, 2027.7   | 67.7                     | 9-59                       | NAS NI SD                  |                            | One                 |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 16. REASON FOR REMOVAL AND CODE   |                          | 17. OPERATING ACTIVITY     | 18. AIRCRAFT/AC/MASS       | 19. AC/MASS                | 20. AC/MASS         |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| Other (3W)  |                          | MCAAS, Yuma, Ariz.         | SER 1-60                   | MOD HRS-3                  | BUN01/1230          |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 21. DESCRIPTION OF FINDINGS (Include name of Primary Part Failure) [CODE]   |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| <p>MCAAS, Yuma work Request of 26 Feb 1960 requested Priority DIR on three main rotor servos to determine if a discrepancy was present which could have contributed to an aircraft accident. Functional check resulted in no functional discrepancies. Disassembly and inspection disclosed no defects.</p> <p>DIST: NATSF, Phila      NASC, NORVA<br/>         BUWEPs (FWAE-4)      BUWEPsFLTREADREP WD<br/>         BUWEPs (RAPP-21)<br/>         Sikorsky A/C via RIC Sikorsky, Stratford, Conn.<br/>         MCAAS, Yuma (CAPT Shantek)<br/>         COMNABS LIND</p> |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 22. PRIMARY PART FAILURE COND.  |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 23. PARTS REMOVED COND.   |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 24. APPLICABLE RLS., CHGS., ETC., INCORPORATED  |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| <table border="1"> <thead> <tr> <th>NUMBER</th> <th>YES</th> <th>NO</th> </tr> </thead> <tbody> <tr> <td>HCB-3</td> <td>X</td> <td></td> </tr> <tr> <td>AB-35</td> <td>X</td> <td></td> </tr> <tr> <td>ASC 52</td> <td>X</td> <td></td> </tr> <tr> <td>ASC 100</td> <td>X</td> <td></td> </tr> <tr> <td>ASC 124</td> <td>X</td> <td></td> </tr> <tr> <td>ASC 182</td> <td></td> <td></td> </tr> <tr> <td>ASC 185</td> <td></td> <td></td> </tr> <tr> <td>ASC 220</td> <td></td> <td></td> </tr> </tbody> </table>   |                          |                            |                            |                            |                     | NUMBER | YES | NO | HCB-3 | X |  | AB-35 | X |  | ASC 52 | X |  | ASC 100 | X |  | ASC 124 | X |  | ASC 182 |  |  | ASC 185 |  |  | ASC 220 |  |  |
| NUMBER  | YES                      | NO                         |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| HCB-3   | X                        |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| AB-35   | X                        |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 52  | X                        |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 100   | X                        |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 124   | X                        |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 182   |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 185   |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| ASC 220   |                          |                            |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 25. CONCLUSIONS   |                          | 26. RECOMMENDATIONS [CODE] |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| The servos were in satisfactory operating condition when checked by this activity.  |                          | None                       |                            |                            |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| 27. SIGNATURE   |                          | 28. TITLE                  |                            | 29. DATE                   |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |
| F. G. ARNOLD  |                          | Aero Engr Supt             |                            | 3-7                        |                     |        |     |    |       |   |  |       |   |  |        |   |  |         |   |  |         |   |  |         |  |  |         |  |  |         |  |  |

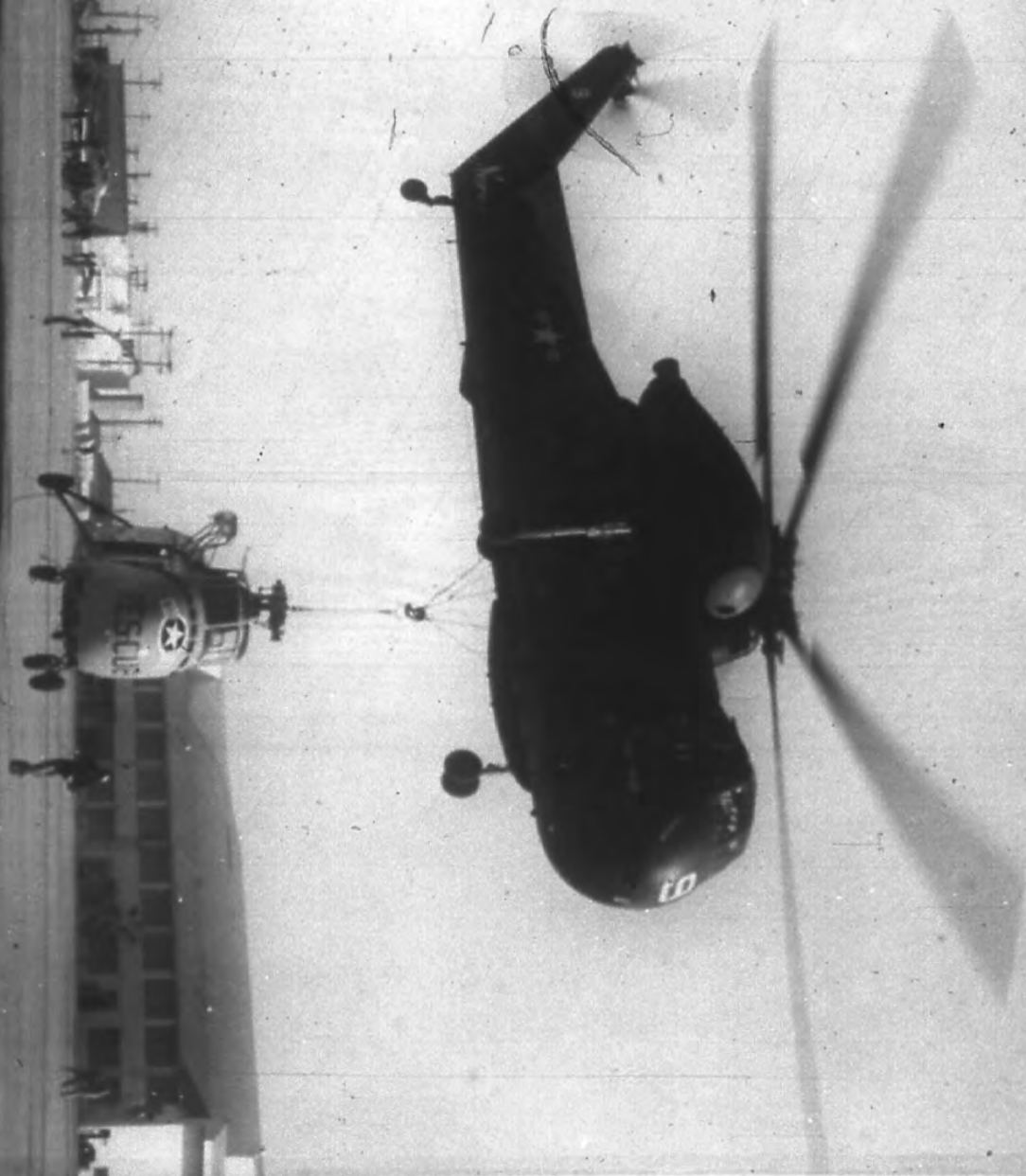


LOCAL FLIGHT PLAN  
IIND-MCM-3760/8 (2-58)

| 141230                |                 | HRS-3 |             | DATE<br>17 Feb              |       |
|-----------------------|-----------------|-------|-------------|-----------------------------|-------|
|                       |                 |       |             | TRANS. FREQ.                |       |
| DUTY                  | NAME & INITIALS | GRADE | SERVICE NO. | ORGANIZATION                | EDT   |
| PILOT IN COMMAND      | DUNLOP, J.L.    | MSgt  | (b) (6)     | USMC                        | 2400Z |
| C/C                   | WARD, S (n) Jr  | ASgt  | (b) (6)     | USMC                        |       |
| S/C                   | SPANGLER        | PFC   | (b) (6)     | USMC                        | 1+15  |
|                       |                 |       |             |                             |       |
|                       |                 |       |             |                             |       |
|                       |                 |       |             |                             |       |
| AIRCRAFT & ROUTE      |                 |       |             | WEATHER (Present)           |       |
| Pickup Guards &       |                 |       |             | 0                           |       |
| Crash Sight           |                 |       |             | ETA + 1 HOUR                |       |
| Certified A True Copy |                 |       |             | FUEL ABOARD                 |       |
| (b) (6)               |                 |       |             | 3 + 20                      |       |
|                       |                 |       |             | SIGNED (Pilot)              |       |
|                       |                 |       |             | /s/ J.L. Dunlop             |       |
|                       |                 |       |             | SIGNED (Clearing Authority) |       |
|                       |                 |       |             | /s/ B.D. Comstock           |       |

ENCLOSURE ( 6 )

The Medical Officer's  
Report withheld  
entirely under  
exemptions (b)(5)  
and/or (b)6) of the  
FOIA.




SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.6D  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting airlift return of HRS to  
MCAAS, Yuma, Ariz. (ENCLOSURE 7 - A)






SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.6D  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 111230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting landing area.

(ENCLOSURE 7 - B)



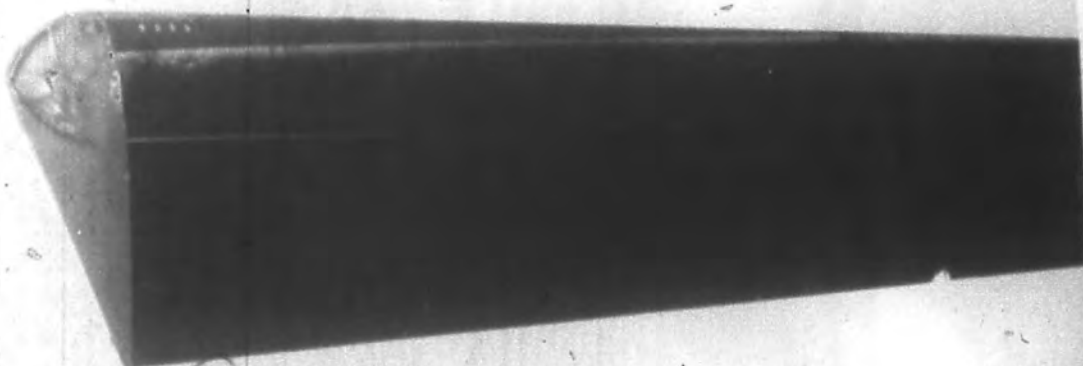
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.6D  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
3000 True from MCAAS, Yuma, Ariz., depicting loss of blade tip.  
(ENCLOSURE 7 - C)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.6D  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting blade tip damage.


(ENCLOSURE 7 -D)





SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.60  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting blade tip damage.

(ENCLOSURE 7 -E)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3150.00  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting drive shaft and tail cone  
damage. (ENCLOSURE 7 - F)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PARA 70, OPNAV INSTN 3750.6D  
MCAAS, Yuma, Ariz. AAR 1-60, HRS-3 BuNo 141230 occurring 17Feb60 35 miles  
300° True from MCAAS, Yuma, Ariz., depicting damage to tail rotor.  
(ENCLOSURE 7 - G)